

CLAIMS

1. A method of adjusting the angular travel of a
5 motor vehicle wiping mechanism (20), of the type
comprising a link (24) and a crank (26), of the type in
which the crank (26) comprises a body (30) which
extends longitudinally in a substantially horizontal
plane, which is articulated at a first end (30a) about
10 a vertical axis (A), which is articulated at a second
end (30b) on the link (24), of the type comprising a
step of adjusting the angular travel (α) by modifying
the distance between the first and second articulated
ends (30a, 30b) of the crank (26),

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characterised in that the adjustment step consists
of modifying the length of a longitudinal portion (40)
of the body (30) of the crank (26).

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2. A method according to the preceding claim,
characterised in that the adjustment step consists of
permanently deforming at least part of the longitudinal
portion (40) of the body (30) of the crank (26).

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3. A method according to any one of the preceding
claims, characterised in that the adjustment step
consists of reducing the length of the portion (40) of
the body (30) of the crank (26) by bringing together
the articulated ends (30a, 30b) of the body (30) of the
30 crank (26) in a longitudinal direction.

4. A method according to any one of the preceding claims, characterised in that the adjustment step is performed after a step of mounting the wiper mechanism (20) on a test bench.

5. A crank (26) belonging to a movement transmission linkage of a motor vehicle wiper mechanism (20), of the type comprising a body (30) which extends longitudinally in a horizontal plane and which comprises a first longitudinal end (30a) articulated on a link (24) of the linkage, and a second longitudinal end (30b) which is connected to a wiper arm (22) and which is articulated about a vertical axis (A), of the type in which the distance between the two articulated ends (30a, 30b) of the crank (26) is adjustable,

characterised in that the body (30) of the crank (26) comprises at least one portion (40) which is able to be deformed permanently in order to modify and adjust the distance between the two articulated ends (30a, 30b) of the crank (26).

6. A crank (26) according to the preceding claim, characterised in that the said portion (40) of the body (30) of the crank (26) comprises at least one oblong hole (42) of longitudinal orientation overall, which delimits two opposite deformable longitudinal branches (44).

7. A crank (26) according to the preceding claim, characterised in that the branches (44) of the crank (26) are roughly symmetrical with respect to a median longitudinal axis of the crank (26).